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## THEY LIVE LONELY LIVES

THE OPERATORS WHO MANAGE THE

BLOCK SIGNAL STATIONS.

Generosity of Railway Corporations

—A Wholesale Dismissal of Im-

port Freight Agents.

On the great through lines, where trains

are moved by the block signal, every

three or four miles the traveler observes

from the car window at night a telegraph

operator sitting at a table with an oil lamp

on each side of him. It is his duty to an-

ounce by wire the moment a train

passes to the next block and also to the

train dispatcher's office on the respective

divisions. Many of these signal stations

are in lonely places. To the remark that

his job must be a lonesome one, so isolated

was he from houses, having nothing but

passing trains to break the monotony, one

of these operators answered that he sup-

posed the first year in a penitentiary

would seem a long one and the prisoner

could be more comfortable than he. But

after a man had been several years he be-

came used to the situation and rather

liked it; that was the case with the signal

operator, who, he said, was hardly known

to the outside world nor on the road ex-

cept by the number of his signal station.

When questioned as to what he had

about thirty years old, said he had been

at that signal station seven years. He

went on to say that his father and mother

lived on a farm about two miles away, and

to the question how he learned to be an

operator, he answered that when a young

man made his first trip as a locomotive

and without much trouble picked up tele-

graphing and the signal methods, and

when the operator from whom he had

learned was promoted he took his place.

A gentleman who stood by and lived in a

town about three miles away, said that

the reasons that the farmer boys of the

Virginia town south of this station were

that when a young man was able to do the

work it made him one of the important

men in the town, and that he was

looked upon as being superior to ordinary

citizens. An official on the train said

that at some times when he was busy

during the day and the husband at night,

and in that manner received monthly a

salary of \$100, and that the day time

the day time the occupation was not so

pleasant as the night, it was not so pleas-

ant. Training was given by frequent ex-

ercises, and the time was required to keep

up with the work. The signal operator

ahead of him that the nights slipped away

especially in summer, quickly. He had

been at the station for some time, but

almost daily had papers thrown off that

kept him in touch with the outside world,

and that his train movement, which re-

sulted in the movement of the train.

A Generous Company.

So common is it to denounce railway com-

panies as being heartless corporations that

it is a good thing occasionally to cite some

humane act on the part of railway man-

agers, who do many such acts which are

not heralded by the press. On Aug. 12,

the Pennsylvania Railroad Company, in

employment of the Pennsylvania Company at

Lawrence Junction, was run over by a

work train and killed. The corner's in-

quest failed to find the company at fault

for the accident, but later on the widow

of the unfortunate man brought suit against

the railroad, but the company having a

perfect defense, the case was dismissed at

the court's order. After the case had

been thrown through the courts, the com-

pany examined into the conduct of the

employee in the extreme, voluntarily made

the following payments in the way of grati-

tude: \$2,000 for the widow, \$1,000 for

the child, \$1,000 for the child's education,

and \$1,000 for the child's support. The

company also paid the funeral expenses

of the deceased, and the balance of the

amount of the gratuity was paid to the

widow. The company also paid the

expenses of the child's education, and

the balance of the gratuity was paid to

the widow. The company also paid the

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